

## New Software for PGM Tester: SN200

The latest PGM Tester software version SN200 (7/19/01), was sent to your service manager on the September HONDANET CD. To load the software into your PGM Tester, use your 8MB program card and the normal updating procedure (see the article "How to Install PGM Tester Software" in the October '98 issue of *ServiceNews*).

Here's some important info on SN200:

- On '02 Civics, all systems are supported except for initialization of the side airbag occupant position detection system (OPDS) sensors.
- On '02 Civic 2-doors, the VIN entry problem has been fixed.
- On '02 Passports, all systems are supported.
- On '97 Civics, you may run into some glitches with SN200. If you see a DTC P0155 (bank 2 heated oxygen sensor) displayed, it's bogus; there's *no* such DTC for '97 Civics. Switch to Generic OBD II Mode; you should see DTC P0135 (primary heated oxygen sensor heater circuit malfunction) displayed. If you do, diagnose and repair accordingly. If you see DTC P0430 (bank 2 catalyst efficiency) displayed, it's also bogus. Switch to Generic OBD II Mode, and you should see DTC P0420 (catalyst system efficiency below threshold) displayed. If you do, diagnose and repair accordingly.
- On all models, SN200 *doesn't* support side airbag OPDS sensor initialization. To initialize the sensors, you need to reload software version SN122 or use the manual method described in the appropriate S/M.

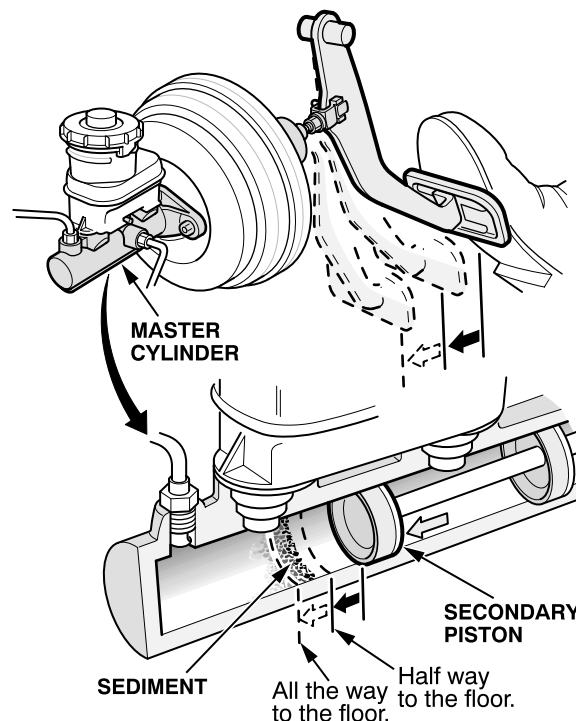
## Buzz or Rattle Between 1,000 and 2,000 rpm: '00-01 S2000

On '00-01 S2000s, if your customer complains of hearing a buzz or rattle when the vehicle is accelerating or decelerating between 1,000 and 2,000 rpm, check for a missing engine oil fill cap. If the cap isn't tightened properly, it can fall off and wedge itself between the bell housing and the transmission tunnel.

A wedged cap can make a noise that can easily be mistaken for a transmission noise. So, before you start removing the transmission or other components, check to make sure the oil fill cap isn't wedged between the transmission and the body.

## Press Brake Pedal Halfway to Avoid Piston Seal Damage

On all Honda models, if you're manually bleeding the brakes, make sure whoever's pumping the brake pedal pushes it only halfway to the floor. If the pedal is pushed all the way to the floor, you run the risk of driving the master cylinder secondary piston into any sediment or deposits that may have collected on the piston cylinder walls. If this happens, the piston seals can get permanently damaged and cause a leak.



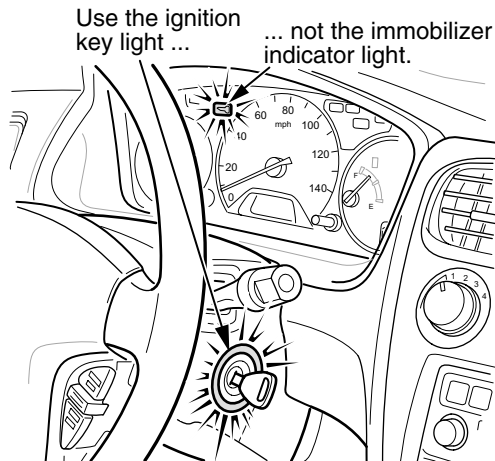
You can also avoid this problem entirely by using any of the brake pressure bleeder equipment available through the Honda Tool and Equipment Program (call 888-424-6857).

## No Alternator Output? Look for a Painted Bracket

If you're troubleshooting an alternator output problem, before troubleshooting a dead battery or replacing the alternator, check if the alternator or the power steering pump mounting bracket has been repainted. A painted bracket can interfere with the alternator-to-battery ground path. To check if this is the case, ground the alternator with a jumper wire, and retest. If the alternator charges normally, the painted bracket is the problem. To restore the ground path, remove the paint from the bracket and housing contact areas.

## Look at Ignition Switch Light for Multiplex Mode Test

On '98–02 Accords and '99–02 Odysseys, the Multiplex Mode Test uses the reminder beeper and the ignition switch light to show the results of various tests. When running this test, make sure you're looking at the ignition key light (it's the lit-up ring around the ignition switch), *not* the green immobilizer indicator light in the gauge assembly.



## Starter Relay Buzzes

If you turn the ignition switch very slowly to start the engine, all Honda models except Passport have this little quirk: the starter relay buzzes. If your customer complains about it, *don't* spend your time trying to fix it; there's really nothing wrong. Just tell your customer to turn the ignition switch a little faster, and the relay won't buzz.

## S/M Fix: IMA DTC 42, '00 Insight

On page 12-73 of the 2000 Insight Service Manual, step 2 of the troubleshooting procedure for DTC 42 (motor commutation signal problem) incorrectly says to turn the ignition switch to ON (II). Step 2 should read "Start the engine."

## Missing Pages in '98–02 Accord S/M

Some copies of the 1998–02 Accord Service Manual may have pages missing from the Restraints section. Check your copies, and make sure they include pages 23-31 through 23-62. If you find these pages are missing, please call Page Litho, Inc. at **313-921-6880**, and ask for Beverly Bennett. She'll send you replacement S/Ms.

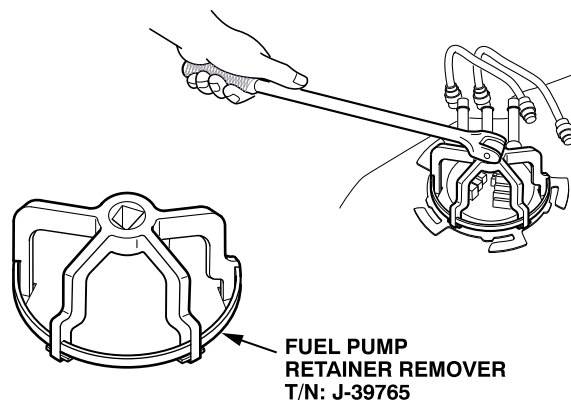
## DTC P9999 Is Probably DTC P0420: '99–00 Civic

On '99–00 Civics, if you see a DTC P9999 on your PGM Tester screen when troubleshooting, it means the PGM Tester doesn't recognize a set DTC. To find out what the DTC actually is, switch your PGM Tester to the Generic OBD II Mode. For '99–00 Civics, we've found that most readings of DTC P9999 are really DTC P0420 (catalytic converter efficiency below threshold).

DTC P0420 can also set if there's a driveability problem such as engine misfiring, hesitation, or low power, or if the vehicle was driven until it ran out of fuel. To rule out a driveability problem as a cause for DTC P0420, clear the DTC, and test-drive the vehicle for 15 to 20 miles. If you *don't* see a DTC P0420 on your PGM Tester screen, the vehicle's OK and can be returned to your customer. But if you *do* see the DTC, follow the troubleshooting procedures for DTC P0420 in the appropriate S/M, and if necessary, replace the catalytic converter.

## Removing the Fuel Pump Retainer: '01–02 Passport

On '01–02 Passports, to remove the fuel pump retainer on the plastic fuel tank, you need a special remover tool. If you've tried ordering the fuel pump retainer remover, J-39763, listed on pages 6C-6 and 6C-11 of the 2001 Passport S/M, you've found that the tool number is bogus and you've had to remove the retainer by whatever means you could think of. Help is on the way. In mid November '01, all Honda dealers will be shipped the proper fuel pump retainer remover, J-39765. Until then, if you need to borrow this tool, Special Tools has one of them available. Call **800-346-6327**.



## GL6 Gear Oil Not Available for S2000 Differentials

The differential in '00–02 S2000s can use any SAE 90 viscosity hypoid gear oil that's API service classified GL5 or GL6. There's just one hitch though: Trying to find GL6 in the U.S. is like searching for Atlantis. So take our advice, fill up S2000 differentials with GL5, and *don't* waste your time looking for GL6.

## Keeping Window Film Under Control

We've all seen it: that cloudy film that forms on the inside of vehicle windows, especially on new ones. But just what causes this film, and how can you keep it under control?

A variety of things can cause window film: tobacco smoke, condensation, dust, and especially nontoxic outgassing of the plastics, foams, and vinyls typically used for vehicle interiors. When the inside of a vehicle gets hot, these substances form a cloud that sticks to windows. Outgassing is common to *all* new vehicles; not just Hondas. In fact, it's what gives new vehicles that enticing "new car smell."

So, what's the best way to remove window film, and how do you keep it under control? The best way is to mix up a brew of one part white vinegar and ten parts distilled water, and apply it to the inside of the windows with a spray bottle. Use newspaper to wipe the window clean, but keep it away from the upholstery and trim to avoid staining them. Keeping the windows clean is important not just for good driving visibility but for effective defroster performance as well. To enhance your customer's service experience, make it a habit to remove window film as part of servicing their vehicles.

Tell your customers they can limit window film by parking their vehicles in the shade, keeping the windows cracked if they're parking in the sun, and making frequent use of the ever-popular windshield sunshade. There's one good thing about window film though, it's *not* a long-term problem. As a vehicle gets older, outgassing tapers off, and the problem usually lessens.

## Power Door Locks Cycle: '97–01 CR-V, '97–01 Prelude

On '97–01 CR-Vs and '97–01 Preludes, if the power door locks cycle (lock and unlock) *after* you lock or unlock the doors, the most likely cause is a faulty driver's door lock actuator. To fix the problem, replace the actuator. Order P/N 72155-S03-J11, H/C 5196159.

## Can Odometer Mileage Be Changed to Match Original?

If you're replacing a speedometer, odometer, or the printed circuit board, it *is* possible to add mileage to the odometer so the vehicle's mileage stays true. You'll need to order a replacement speedometer, odometer, or printed circuit board, and sublet the work to a speedometer shop that's qualified to change the odometer reading. If you *can't* find a shop in your area that can do this work at a reasonable cost, here are two shops we're aware of:

**SPECMO Enterprises**  
**32655 Industrial Drive**  
**Madison Heights, MI 48071**  
**800-545-7910**

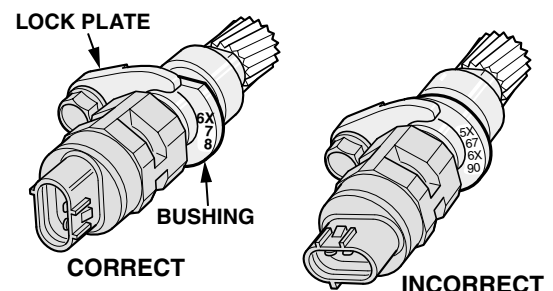
**Palo Alto Speedometer, Inc.**  
**718 Emerson Street**  
**Palo Alto, CA 94301-2410**  
**650-323-0243**

If you use one of these shops, you'll be instructed to send in the replacement component along with the mileage that you'd like displayed. After the mileage is added, you'll get the component back for installation in your customer's vehicle.

Make sure you check with your state Department of Motor Vehicles (DMV) for any disclosure requirements. You may still need to apply a Mileage Disclosure sticker or provide a True Mileage Is Unknown (TMU) notification.

## Installing the Speedo Driven Gear: '94–02 Passport

On '94–02 Passports (except 2WD models with A/T), when replacing the speedometer driven gear, make sure you install the speedometer driven gear bushing in the transfer case correctly. If you *don't*, the nylon gear life is greatly reduced. The bushing must be set in the lock plate with the **6 X 7 8** markings on the bushing clearly visible.



## Entering VINs Manually Into the PGM Tester

From time to time, the VIN display on your PGM Tester can be different from the actual VIN of the vehicle you're working on. If this happens, you need to manually enter the VIN into your PGM Tester. Here's how:

1. At the **VIN ENTRY** screen, press and hold the \* button, then press the **YES** button.

VIN ENTRY

2HKRL1 ■■■■■■■■

Press [ 0 ] - [ 9 ]  
Other VIN [ \* ] + [YES]

2. At the **MODEL YEAR ENTRY** screen, enter the model year of the vehicle.

MODEL YEAR ENTRY

Enter the vehicle  
model year in full:

■

Press [ENTER]

3. The **VIN ENTRY** screen appears again. Press the **NO** button to clear the characters listed on the screen.

VIN ENTRY

2HKRL1 ■■■■■■■■

ABCDEF Press [YES]  
GHIJKL to enter  
MNOPQR alphabet  
STUVWX  
YZ

Press [ENTER]

4. Once the characters are deleted, enter the VIN of the vehicle you're working on. To enter a letter, use the arrow keys to select the letter on the display, then press the **YES** button. To enter a number, press the appropriate key on the number pad, then press **ENTER**.

VIN ENTRY

■■■■■■■■■■

ABCDEF Press [YES]  
GHIJKL to enter  
MNOPQR alphabet  
STUVWX  
YZ

Press [ENTER]

## Replacement ECMs/PCMs May Give Free Engine Starts

Some replacement ECM/PCMs are programmed to give 10 free engine starts before you need to use a programmed ignition key. These free-start ECM/PCMs are intended for the production line, but occasionally, they may get put into parts stock by accident. This can cause a lot of confusion at dealerships because these parts look identical to regular parts stock. If you happen to repair your customer's vehicle with one of these free-start replacement ECM/PCMs, and it still has free starts remaining when you return the vehicle to your customer, the engine *won't* start after the tenth free start is used up, and the vehicle will need to be towed back to the dealership.

A quick way to check if the replacement ECM/PCM has free starts remaining, is to plug in the unit, reconnect the battery, and try to start the engine. If the ECM/PCM has free starts remaining, the engine starts and the immobilizer system indicator comes on steady. If the ECM/PCM has *no* free starts remaining, the engine *doesn't* start.

You *must* use up all 10 free starts or you *can't* program the ignition keys with your PGM Tester. To use up the free starts, just start and stop engine until it won't start anymore.

 **HONDA ServiceNews**

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